

PLAN TO USE U. S. NAVAL VESSELS IN PASSENGER AND FREIGHT SERVICE

SENATOR WEEKS of Massachusetts not long ago interested his colleagues by submitting to the Senate a resolution in which he proposed that the nation should engage in a novel business undertaking. The plan which the Senator asked Congress to approve was to use the United States cruisers—Binghamton, Chester, Salem, Columbia and Minneapolis—for carrying for hire mail, passengers and freight to South American ports through the Panama Canal.

The Senator pointed out that we are confronted with the prospect of soon having on our hands a great isthmian canal, which has cost the country the price of an empire, and no international commerce to carry through it. We are building it, as matters stand, largely for the benefit of Great Britain and other foreign countries. The use of naval vessels in the manner suggested, the Senator affirmed, would give us an entering wedge in the South American trade, which we need, and there would be no question about tolls in their case, for they are Government vessels.

It is pointed out that the cruisers named in Senator Weeks's proposition are not of any particular fighting

Secretary Daniels Points Out Possibilities of His Novel Ideas for Fast Cruisers and Other Craft in Time of Peace

"The St. Louis, Charleston, Milwaukee, Columbia and Minneapolis are fast cruisers; the Salem and Chester are fast scout cruisers; the Buffalo and Rainbow are transports; the Ancon and Cristobal are steamers employed by the Panama Railroad Company, to be turned over to the Navy Department, and the others are naval colliers.

"The cruisers are suitable for carrying only a small number of male passengers—from fifteen to twenty each—and could not be fitted for carrying bulky freight without interfering materially with their military value, but they could carry the mails and a limited amount of express freight and parcels, about one hundred and fifty tons each.

"The Buffalo, Rainbow, Ancon and Cristobal are suitable for carrying a limited number of passengers and any kind of freight. The Buffalo could

Guayaquil, Mollendo, and Valparaiso, with weekly sailings from Panama. A far less expensive service could be maintained by the use of the Salem, Chester, Columbia, and Minneapolis. These boats would be best for quick deliveries of mails to the South American countries on the west coast and to Argentina, Bolivia, Uruguay and Paraguay.

"There is a daily railway express service from Valparaiso to Buenos Ayres and Montevideo via the Transandean Railway. The time from Valparaiso to Buenos Ayres by rail is about sixty hours and to Montevideo seventy-two hours. Allowing four days for the delivery of mails from New Orleans to Panama and eleven days for delivery from Panama to Valparaiso, the mails from the United States would reach Buenos Ayres in seventeen and a half days and Montevideo in eighteen days.

"The time from Liverpool to Buenos Ayres by mail steamers running in connection with the Royal Mail Steam Packet Company is twenty-two days and to Montevideo twenty-one days on a weekly schedule. From New York to the same ports via existing lines the time is twenty-four and twenty-three days respectively, with a weekly schedule. There is at the present time a weekly mail and passenger service between New Orleans and Colon. If it should be found desirable to run the mail steamers from New Orleans to Valparaiso it could be done by the addition of another cruiser, but at a very greatly increased cost.

"A passenger and freight line can in addition be maintained between New Orleans and Valparaiso and a freight line between New York and Valparaiso, making such ports as may be necessary, or a combination freight and passenger service and a freight service between New York and Valparaiso.

"For a service from New Orleans the Buffalo, Rainbow, Ancon and Cristobal could be used, insuring a sailing every fourteen days.

"In addition a freight line can be maintained between New York and Valparaiso, using the five large colliers, which would insure a sailing every twelve days.

"If the vessels mentioned above for the New Orleans trade were combined with the freighters a mixed service could be maintained which would insure a steamer from New York every seven days.

"The Nanshan might be useful as a freighter between Panama, Buenaventura and Guayaquil. "Wing to the engine room, fireroom and bunker construction of the cruisers a large number of men is required in the engineering department; in addition, these vessels are great coal consumers and would have to coal both on the outward and the return voyages. Since continuity and regularity of mail service would be essential, it would be necessary to maintain at some point on the west coast, preferably at Callao, either ashore or afloat, a reserve of coal. This need could, however, be easily met.

"The cost of changes necessary to fit the vessels for the proposed service would be small. For the Rainbow, on

which it is contemplated installing five additional staterooms, at a cost of \$2,000, \$3,000 would be required, and \$1,000 for each of the other vessels would probably cover the cost of the changes proper. In addition each vessel carrying passengers would need an auxiliary radio installation required by law for passenger ships. This would cost \$2,000 for each vessel, and the total cost for the above vessels would be about \$32,000.

"The pay and subsistence of officers and men to man the fourteen ships would be about \$1,862,444 a year, and the maintenance of the ships, other than pay and subsistence, including repairs, docking and supplies of all kinds, would approximate \$1,774,250; total, \$3,636,694.

"The probable cost of the shore establishment for operating the line is difficult to estimate at this time. This would include salaries of officers, agents, clerical force and other personnel, terminal facilities, wharfage, port dues, rent of offices, furniture and other expenses, and I am making an investigation to determine this expense. I believe, however, that it would be but a small percentage of the total cost, as Government terminal facilities will be used wherever practicable.

"The expense of such services would of necessity be relatively large, due to the character of the vessels to be used and the fact that they must be kept in condition for immediate military service if required. It should be remembered, however, that there would be considerable return to the Government on mail, passenger and freight receipts.

"Retired officers, or officers on the reserve list, if one should be created, would be employed in the service as soon as practicable, and under such conditions the expense involved in the pay and subsistence of officers, as given, should be reduced by three-fourths.

"When it is considered that the men will be enlisted men in the navy in time of war the actual total additional expense for personnel for fourteen ships would be but \$151,244.

"Should the Department be authorized to establish the service as contemplated in the resolution I hope that the question of ships to be used, ports to be made, schedules, &c., will be left entirely to the discretion of the navy, and the Department would make every effort to carry out the plans successfully. In so doing I consider it best to inaugurate the business by establishing a fast line from Panama to Valparaiso, via Callao and Mollendo, and utilize for the purpose the Columbia, Minneapolis, Salem and Chester. This mail and passenger line, in connection with those now in existence from New York and New Orleans to Colon, would be a rapid transit route between the United States, Peru, Bolivia and Chile, and thence, via the Transandean Railway to Argentina, Uruguay and Paraguay.

"I do not consider it wise to establish at the beginning a schedule that would utilize all the vessels mentioned as available. One sailing a month of a freighter of passenger vessel from New York and New Orleans to Valparaiso and intermediate ports would be enough for a beginning. As business developed other vessels would be added, and sailings made more frequent, as the traffic warranted.

"The Rainbow or Nanshan, or both, as the traffic might warrant, would be scheduled to ply between Panama and Guayaquil, Ecuador, via Buenaventura, Colombia. These would carry mails, passengers and freight and act as feeders for our freighters passing through the canal and connecting with the mail lines from New Orleans and New York.



Secretary of the Navy Josephus Daniels.

"As for docks and terminal facilities, the navy yard at New Orleans is well adapted for the purpose, and the New York yard could be used until the traffic warranted renting another terminal. The cost of wharves in New Orleans would depend upon the freight handled and sold and would therefore be included in the freight rates. In South American ports practically all cargoes are handled by means of lighters, the cost of which would be included in the freight rates.

"Although it might appear that the cost of maintenance of the four cruisers of the fast mail lines from Panama to Valparaiso is excessive, this is not so apparent when considered in connection with the freighters. One is necessary to the other for developing the South American trade, and the average cost should be taken. The freighters would begin to pay for themselves at once by taking coal and oil,

for which there is a great demand, and returning with general freight.

"I see in the plan an opportunity for a twofold advantage.

"First. The opportunity for developing a large trade with South America, which is not practicable for private vessels under the United States flag.

"Second. The gradual development of a large auxiliary fleet which would be necessary in time of war, and which would be built up and maintained in time of peace without cost to the Government, as it will pay for itself after having once been firmly established.

"Should the development of the business warrant, the cruisers used in this service would be gradually replaced by auxiliary vessels vastly more suitable and economical for the service itself as well as for the use of the navy in the time of war.

"The approximate total cost of maintenance of the ships of the lines proposed for beginning the service would be, it has been estimated, about \$221,660 per annum.

"Any of the vessels mentioned for this purpose can be so employed without impairing their usefulness for naval purposes in any way should their prompt return to the naval service be required.

"In endorsing the establishment of this service I believe the personnel of all vessels engaged in it should be naval officers and enlisted men of the navy, and it will be necessary to increase the number of men at present allowed by law to the number of men required for this service.

"Now it must be remembered that the plan I have just outlined is only tentative, yet I think it sets forth quite clearly the possibilities, in this new idea, of increasing the use and efficiency of the navy."



Map showing proposed mail, passenger and freight lines between New York, New Orleans and South America.

value. They are speedy, unarmored cruisers intended for scouting purposes, and of rather problematical value even for that use. Their employment as scouts, if war were to break out, would not be affected by their service in the commercial manner proposed.

As Senator Weeks is a graduate of the Naval Academy, well versed in naval affairs, and friendly to the navy, besides being a successful business man, his plan has received serious consideration. The Senate referred the resolution to the Committee on Naval Affairs, which is now studying it.

When the Senator introduced his resolution it was not generally known in Congress that it had Administration inspiration and that the real author of the proposition was the Secretary of the Navy, who is firmly of the opinion that the cost, as well as the efficiency, of the navy is such that some efforts should be made to put some of its ships into practical use in time of peace as well as war.

Ever since Mr. Daniels took office he has been hoping that some time or other during his administration the navy would assume functions in time of peace that are not now ascribed to it and render it of still greater value, in his opinion, to the country at large. The plan as outlined by Senator Weeks seems to Mr. Daniels to present the best means to this end. In the course of a recent interview on the subject he said:

"In my opinion it is quite practicable by the use of naval vessels to carry out the purpose indicated in Senator Weeks's resolution, and the following vessels will be available for the service: the St. Louis, Charleston, Milwaukee, Columbia, Minneapolis, Salem, Chester, Buffalo, Rainbow, Ancon, Cristobal, Hector, Mars, Vulcan, Cyclops, Neptune and the Nanshan.

carry twenty first class passengers and 4,000 tons of freight; the Rainbow twenty-five passengers and 2,500 or 3,000 tons of freight; the Ancon and Cristobal each seventy-four first class and thirty-two steerage passengers and between 10,000 and 11,000 tons of freight.

"The naval colliers are not suitable for carrying passengers but are well adapted to a freight service, the first three carrying from 6,500 to 10,000 tons each; the two of the Cyclops class from 10,000 to 12,500 tons of freight and 2,800 tons of fuel oil in bulk each, and the Nanshan about 3,000 tons.

"The distance from New York to Valparaiso via Panama and Callao is 4,666 miles, and each of the fast cruisers going fifteen knots could cover that distance, allowing twenty-four hours for delays incident to passage through the canal, in thirteen days twenty-three hours; or make one round trip without stop except at the canal in twenty-seven days twenty-two hours.

"The distance from New Orleans to Valparaiso via Panama and Callao is 4,087 miles, and the time for the same vessels to make one round trip without stop except at the canal is twenty-four days seventeen hours.

"The distance from Panama to Valparaiso via Callao is 2,652 miles, and the same vessels can at fifteen knots cover the distance in seven days nine hours, or make one round trip in fourteen days eighteen hours.

"The other vessels are slower, and will sustain a speed of twelve knots, except the Nanshan, which can be counted on for ten knots.

"By the use of the Charleston, St. Louis, Columbia and Minneapolis, a fast, but very expensive mail service, with accommodations for a limited number of male passengers, could be easily maintained between Panama,

UNCLE SAM A MODEL HOUSEKEEPER ON HIS MEN-OF-WAR

FIVE MILLION dollars was spent last year in buying and shipping, preparing and serving the food of the enlisted men in the United States navy, \$4,000,000 of this amount being for the food alone. Each day 40,000 pounds of meat is consumed by them. One and three-fourths pounds is the daily ration for each man allowed by the regulations, but about a pound is the actual amount used. The vegetable allowance is also large. Five million pounds of bagged food and 1,200,000 pounds of coffee are used annually.

The Thanksgiving and Christmas dinners include celery, cranberries, olives, plum pudding, pumpkin, mince and apple pies, nuts and fruits in addition to more solid foods. A great deal of rice is now used on board the fighting ships. Possibly the former employment of Japanese chefs and assistants who prepare this food so deliciously had something to do with its growing popularity. It now appears on the officers' tables as well as those of the sailors, although the Japanese servants have disappeared from the service on board the men-of-war.

The food supplies generally show vast changes from the old days of hardtack, salt pork and beans, those staples that sound so much worse than they really are. Plenty of old sailing men like the substantial trio and disdain lighter foods.

The cooking is good. A commissary officer inspects all supplies and a doctor also looks them over before they go to the mess kettles. Here is a sample of the food served on board: Breakfast: Baked pork and beans, bread, butter and coffee. Dinner: Roast beef or veal with gravy, stewed tomatoes, mashed potatoes, bread, butter and coffee. Supper: Bologna sausage, cheese, potato salad, bread, butter and tea.

The bluejacket dines off a white oil-cloth table cover and uses white enamel dishes. He sleeps in a comfortable hammock bed fitted with a mattress and wraps himself up warmly or the contrary as the weather dictates. A daily cold shower is at his disposal if he wishes and an occasional hot tub. No one who sees bluejackets on shore can fail to remark their clean skins and well groomed appearance as well as their good carriage of the body, a complete change from the old lurching gait of the typical sailor.

As for the officers, the best in the world is theirs. There is a great deal of entertaining on warships when in port, at home as well as in foreign waters, and the hospitality of Uncle Sam on these occasions has become proverbial.

While the Utah was at Newport last summer many luncheons and dinners were given on board that were marvels of culinary elegance and perfect service, the officers returning in this way

a constant round of entertainment in their honor given by the leaders of the fashionable colony. Ladies of course were in the majority among the guests and carefully treasured menus as souvenirs of the festivities. One of these gives an idea of the lavish array of delicacies served to the guests on the silver and gold dishes used on these gala days.

Luncheon on board the Utah:
Fresh lobster.
Potted Lancashire shrimps.
Bordeaux sardines.
Spanish olives.
Mushrooms.
Grapefruit with Marshmallow.
Clear Green Turtle soup.
Crab cakes creamed.
Halibut steaks.

Broast of lamb with peas.
Spring chickens.
Rice Souffle.
Asparagus Hollandaise.
Baked tomatoes.
Cold Brandenham ham.
Veal and ham pie.
Broiled partridge.
Salads.
Cheese.
Ice cream.
Cakes.
Nuts.
Fruits.

Most of the new ships are wonders, not only in their fighting power but also in their fine furnishings. The wardrooms are all provided with pianos of the mechanical as well as of the old fashioned sort, with talking machines, rolling tea tables, everything in fact that goes to the appointment of an up to date drawing room.

Uncle Sam makes great pals of his naval officers. The army man does not

have such comfort, not to speak of luxury. When in action he lives in a tent most of the time, while his naval brother resides in a floating palace equalling the best of the ocean liners in its appointments.

All this is better now than it was even so recently as during the Spanish-American war, when much was learned as to requirements in tropical climates. A quarter of a century ago things were not so pleasant for the sailor during a long cruise. Ventilation and refrigeration were both lacking and hygienic quarters for the men, such as are the rule to-day, were unheard of.

Every big ship now has its own ice plant and cold storage room which

keeps things fresh, even perishable fruits, game and salads of green varieties. The banishment of Japanese servants from the American ships was a loss to the seagoing officers and men, for there are no better cooks or servants at sea than the Japs. Now that negroes, French chefs and Englishmen have replaced them the difference is often commented upon.

A glance into the cupboards of the big ships shows piles of snowy linen, perfectly laundered, marked and placed in numbered piles. The china is made to order for each ship and bears the name, and sometimes, when it is presentation ware, there is a date or other inscription. Plain white and gold is the rule, with the crossed anchors and the ship's name along the side. The cut glass is similarly marked.

The silver services on most of the ships are superb, and there are presentation loving cups and punch-bowls gold lined and handsomely decorated. They are kept behind glass doors. The wardroom is sumptuous during a stay in port and the officers entertain their friends freely. There are ladies' luncheons and teas, dinners with flowers and candles, souvenirs of the ship and menus, name cards and music programmes made for the occasion. Frequently there are deck dances and women are always delighted to get invitations for these events.

The galley where the cooking is done is an interesting place. There are rows of copper cooking utensils, white enamel ware and the array of knives, spoons and ladles which every good cook finds necessary. There will always be complaints made as to the food served to the sailors on cruisers, but these usually come from discharged men.

The paymaster is really the head bookkeeper on board ship. He keeps account of the stores and his clerks are called yeomen. Their berths are now in demand. The work is pleasant, each man ranking as a petty officer. The age limit is 18 to 25 years for enlistment and the applicant must be an American born citizen. He must understand type-writing and office work. To begin with he gets \$17.50 a month, board and lodging.

A recruit in this branch of the service is detailed to a training station and provided with an outfit of clothing made especially to fit him. A yeoman's pay rises by degrees to \$77 a month. This is one of the pleasantest jobs under Uncle Sam, and a man has a chance to become a paymaster's clerk, which pays from \$1,500 to \$2,400 a year. He can retire after thirty years service with a pension.

There is a regular staff of cooks and assistants on every battleship and they are able to turn out some appetizing dishes, even the despised salt pork is made delectable by cooking it with peas, beans, rice and fresh and canned vegetables.



Jackies at Mess.